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CENTRAL INTELLIGENCE AGENCY

REPORT

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INFORMATION REPORT  
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1. Location: Near Pavshino (37°32' N/55°49' E).

2. plant Installations:

See Annex 1. (Figures in brackets refer to the corresponding  
items in Annex 1)

a. Mechanical workshop (1). Machining of individual parts used  
in the production shops of the plant.

Equipment:

Three milling machines, one small and one large planing machine,  
one gear cutter, one gear slotter, one slotter, 13 large lathes,  
some dismantled in Magdeburg, some of Soviet origin, about 13  
medium-sized and 8 small lathes, three small automatic machines,  
one medium-sized horizontal boring machine, one small vertical  
grinding machine, two medium-sized cylindrical grinding machines,  
one centerless cylindrical grinding machine, one shallow grinding  
machine, one special cylinder block grinding machine, one cold  
saw.

this workshop to check the production of 50X1-HUM  
exchange pieces for the machine tools.

b. Forge and tinsmith's workshop (2).

Machinery: Two forges, one air hammer, one large electric sec-  
tion shearing machine, two electric welding sets, two special  
shears, one flanging and folding machine, one circular and curve  
shear.

The spare parts used for the machine tools were machined here but 50X1-HUM

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other individual parts required for technical airfield installations at airfields were also manufactured. Ninety percent of the workers employed here were PWS.

[REDACTED]

c. Light metal foundry (3).

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Equipment: One oil and one electric smelting furnace with a capacity of 300 kg each.

One formery (sic; foundry?)

Production of light-metal castings.

d. Electric workshop (4).

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only Soviet Air Force soldiers were employed in this shop.

[REDACTED]

Armature windings were also produced there. A test stand for high-frequency tubes was also seen.

Radio sets and direction finder equipment were repaired in this department.

e. Assembly hall (5).

Machinery: Two boring machines and several work benches. Direction finder and radio sets were installed and dismantled here.

f. Boiler house (5a), in a basement under the carpentry. Two coal-burning flue boilers.

g. Small boiler house (8a), built in 1947 and equipped with one small coal-burning boiler.

h. Turbo-engine test stand (10).

Assembly of test stands for turbo-engines and for turbine drive motors were assembled in this department. Technical deficiencies found during the testing of the test stands were repaired in a small mechanical workshop attached to the department.

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[REDACTED]

The stationary test stand, a duplicate of a German type test stand (BMW), was built in the plant.

The test stand was built of U-beams and equipped with a horizontal suspension device fitted with an instrument for the measuring of the reaction pressure. It was operated from a separate switch desk. The exhaust gases were diverted by mobile pipes having a cross section of one square meter. The test stand for turbine drive motors was also built in the plant after the German pattern.

Some blueprints of dismantled German test stands were seen on the occasion of the assembly of the test stands. They were copied in the plant.

[REDACTED] these test stands were allegedly dismantled in Munichia.

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The construction of the test stands for jet engines was begun in October 1947.

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## 4. plant designation:

TsARB Plant No 182.

## 5. Work force:

Management: Air Force Lt Col Shutov.

One hundred Soviet Air Force soldiers, two hundred civilian workers; one 8-to 10-hour shift.

## 6. Production:

a. Test stands for turbo-jet engines, five per month.

b. Conveying carriages for jet engines, 15 per month, mobile assembly jigs for the exchange of aircraft engines, 10 to 12 per month.

c. General overhauling of radio DF-trucks with their equipment.

The DF-trucks were fitted with a rigid antenna covered with a tarpaulin (see Annex 2); the radio trucks had a simple antenna rod which could be extended up to 10 meters. Nothing was known on the performance of the radio and DF-trucks. It was believed that these vehicles had an output of about 100 kw. Eight of these two vehicle types were thoroughly overhauled every month in workshop item (5).  the Soviet radio and DF trucks were copied after German models since they were so similar to them. The vehicles were powered by ZIS motors.

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d. In workshops item (1) and (2) of Annex 1 the individual parts needed for the test stands and for the mobile assembly rigs as well as the jet engine conveying carriages were manufactured.

e. The production of test stands for BMW jet engines, of mobile cranes and special conveying carriages for aircraft engines as used on improvised landing fields and the repair of radio trucks, started in October 1947.

f. Up to October 1947 almost exclusively repair work on dismantled German machine tools which had suffered damages on their transport to the Soviet Union was done in the plant.

g. The plant was declared off-limits to German Fys in January 1948. The plant worked exclusively for the Soviet Air Force and was strictly guarded by air force soldiers.

7. Eighty percent of the plant machinery was of German origin. It was installed in 1946/1947. The German machine tools were dismantled in the Arado, Siebel, and Argus Aircraft Plants. They were in good condition. Most of the Soviet soldiers and civilians were not familiar with the handling of the special machine tools.

8. No details available on the shipping of the finished products.

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9. The plant had no railroad connection. The raw materials and the finished products were shipped on the spur of the wood kombinat.
10. The metalled approach road to the plant which crossed the area of the wood kombinat was in a good condition.
11. Aircraft defense measures were not noticed.
12. Fire extinguishers were available but there was no factory fire brigade.
13. Power was supplied from without.

comment:

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a. The report presents a very good picture of the TsARB 182 Air Force Repair Shop in Pavshino.

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b. The PF truck reproduced in Annex 2 may represent a set used for the air traffic control service. The mentioned output of 100 kw seems to be overrated; probably an output of 100 to 1,000 watt was meant. The German radio truck had a performance of 1.5 kw. Of particular interest is the date mentioned for the beginning of the production of turbo-jet engine test stands (October 1947). This date coincides with the assumed beginning of the systematic reequipment of the PYO units with jet aircrafts.

- 2 Annexes:
- (1) Layout sketch of the Central Air Force Repair Shop in Pavshino
  - (2) Direction Finder Antenna Seen at the Central Air Force Repair Shop.

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1/annex 1

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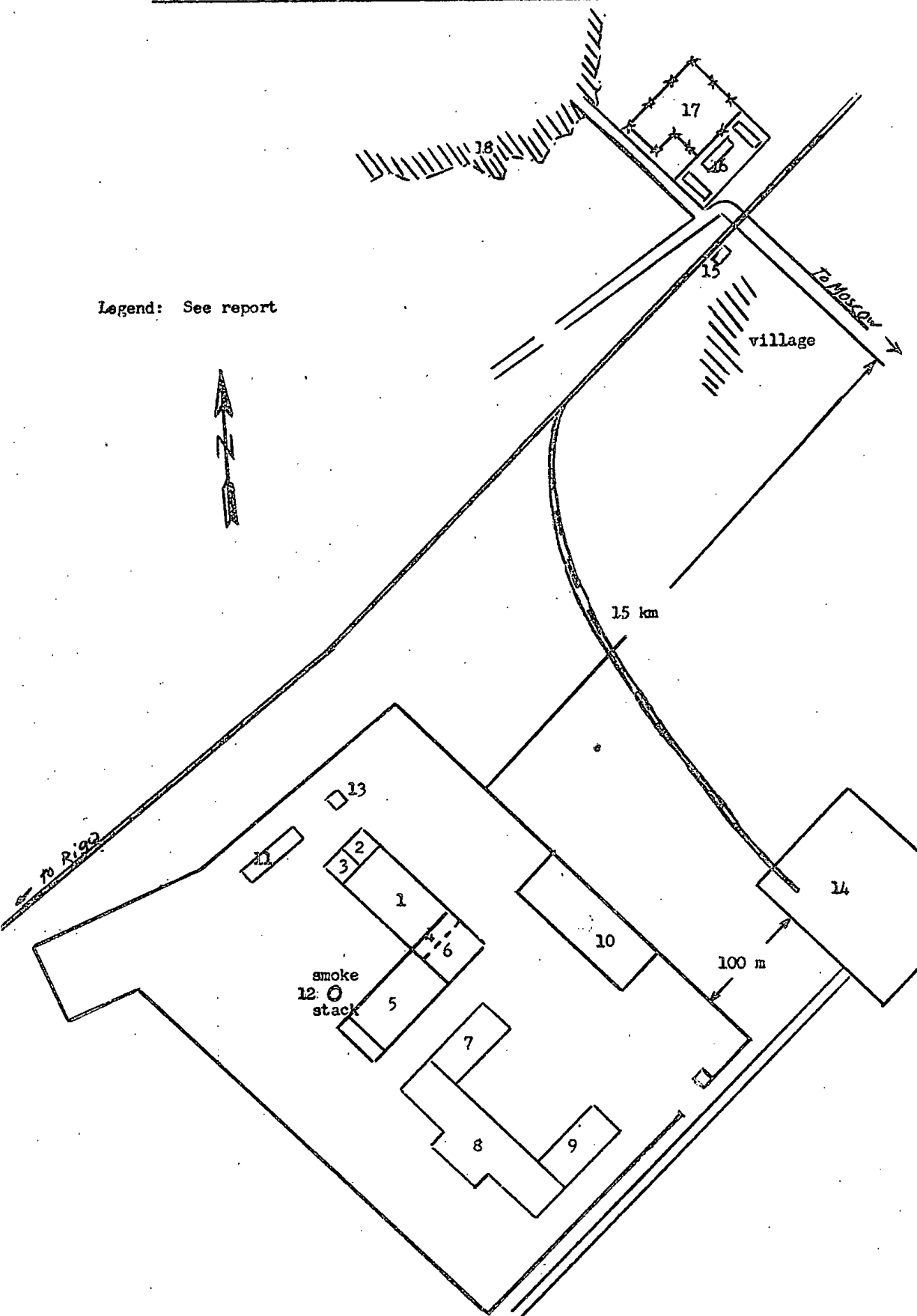
Legend to annex 1

- 1 Mechanical workshop
- 2 Forge and tinsmith's workshop
- 3 Light metal foundry
- 4 Electric workshop
- 5 Assembly hall
- 6 offices
- 7 Administration
- 8 PW Quarters
- 9 Kitchen and mess hall
- 10 Test stand for jet engines
- 11 Storage shed
- 12 Smokestack
- 13 Welding shop
- 14 Food kombinat
- 15 Railroad station
- 16 and 17 PW Camp 

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Layout Sketch of the Central Air Force Repair Shop in Pavshino



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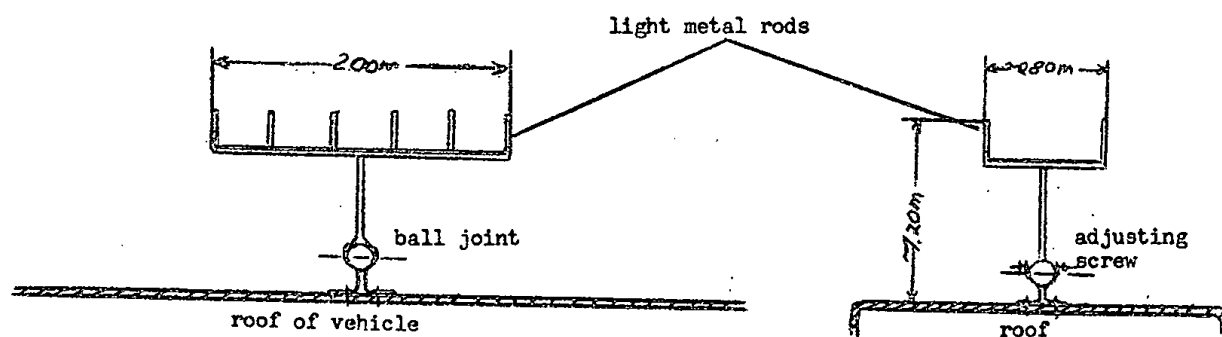
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Annex 2

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Direction Finder Antenna

Seen at the Central Air Force Repair Shop



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